

The Hongkong Telegraph.

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WEDNESDAY, APRIL 29, 1908.

三拜禮 號九十二月四英曆

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 10,000,000
RESERVE FUNDS 15,120,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. CHEFOO.
KORR. TIENSIN.
OSAKA. PEKIN.
NAGASAKI. NEWCHWANG.
LONDON. DALNY.
LYONS. PORT ARTHUR.
NEW YORK. ANTUNG.
SAN FRANCISCO. LIOVANG.
HONOLULU. MOYDEN.
BOMBAY. TIENTUNG.
SHANGHAI. CHANG-CHUN.
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On Fixed deposit—
For 12 months 4 1/2 per cent.
" 6 " 4 " "
" 3 " 3 1/2 " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 23rd March, 1908. [23]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,350,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,350,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF
ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE
WORLD.

THE Corporation transacts every Description
of Banking and Exchange Business,
receives Money in Current Account at the
rate of 2 per cent. on daily balances and ac-
cepts Fixed Deposits at the following rates:—
For 12 months 4 1/2 per cent. per annum.
" 6 " 4 " "
" 3 " 3 1/2 " "

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [25]

NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.

(Netherlands Trading Society).
ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (G. 3,750,000).
RESERVE FUND Fl. 5,278,375
(about £448,000).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES:—Singapore, Penang, Shanghai,
Rangoon, Samarang, Sourabaya, Cherbon,
Tegal, Pecalongan, Paseroean, Tjilatjap,
Padang, Medan (Deli), Palembang, Kota-
Radja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo,
Madras, Pondicherry, Calcutta, Bangkok,
Saigon, Haiphong, Hanoi, Amoy,
Yokohama, Kobe, Melbourne, Sydney,
New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS
BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and correspondents
in the East, on the Continent, in
Great Britain, America, and Australia, and
transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2 1/2 per cent. on daily
balances.

Fixed Deposits 12 months 4 1/2 per cent.
Do. 6 do. 4 " "
Do. 3 do. 3 1/2 " "

J. L. VAN HOUTEN,
Agent.
Hongkong, 18th November, 1907. [26]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling £1,500,000 at 2/11= \$15,000,000
Silver \$13,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. Henry Keswick, Chairman.
E. Goetz, Esq., Deputy Chairman.

E. G. Barrett, Esq. E. Shellim, Esq.
G. Frisland, Esq. R. Shewan, Esq.
A. Fuchs, Esq. H. A. W. Slade, Esq.
G. S. Gubbay, Esq. H. E. Tomkins, Esq.
G. R. Lehmann, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—W. ADAMS ORAM.

LONDON BANKERS—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3 1/2 per cent. per Annum.
For 6 months, 3 1/2 per cent. per Annum.
For 12 months, 4 per cent. per Annum.

J. R. M. SMITH,
Chief Manager.
Hongkong, 23rd April, 1908. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on a FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1907. [27]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1813)
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,475,000
RESERVE LIABILITIES OF PROPRIETORS
..... £1,200,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balance.

On Fixed Deposits for 12 months, 4 per cent.
" 6 " 3 1/2 " "
" 3 " 3 " "

JOHN ARMSTRONG,
Manager.
Hongkong, 6th January, 1903. [29]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Taels 7,500,000
HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS:
Koenigliche Seehandlung (Preussische
Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.
M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim Jr. & Co., Koeln.
Bayrische Hypothek und Wechselbank,
Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENT.
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

A. KOEHN,
Manager.
Hongkong, 4th December, 1907. [30]

Posts.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ DELTA Capt. C. L. Daniel	About 30th April.	Freight and Passage.
MOJI, KOBE & YOKOHAMA	{ CANVIA Capt. O. Jones, R.N.R.	About 7th May.	Freight only.
LONDON, &c. via usual Ports	{ DEVANHA Capt. T. H. Hyde, R.N.R.	2nd May.	See Special Advertisements.
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	{ NONE Capt. G. Philipps	About 6th May.	Freight and Passage.
SHANGHAI & HANKOW	{ CAYLON Capt. G. W. Bapst	About 9th May.	Freight and Passage.

For Further Particulars, apply to F. J. ABBOTT,
Acting Superintendent.

Hongkong, 29th April 1908. [7]

Intimations.

LANE, CRAWFORD & CO.

(TELEPHONE 97).

NEW STOCK OF
SLAZENGER'S AND BUSSEY'S
TENNIS RACKETS.
\$8.00 to \$20.00 each.

TENNIS BALLS.
\$10.00 per dozen.

TENNIS NETS & POSTS.
MARKERS, NET REGULATORS.

COURT MARKERS.

RANSOME'S
LAWN MOWERS.

TENNIS SHOES.
\$6.60, \$8.50 and \$10.50 per pair.

LANE, CRAWFORD & CO. [8]

CHAMPAGNES,
SHERRIES,
MASSALAS,
MADEIRAS,
PORTS,
CLARETS,
BURGUNDIES,
ALES, BEERS & STOUTS.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
16, Queen's Road Central.

Hongkong, 11th April, 1908. [10]

THE CITY OF PARIS,
PARISIAN DRESSMAKERS AND COURT MILLINERS,
2, PRADER STREET, MADAME FLINT, MANAGERS.

Just Unpacked Another Lot of
NEW SPRING GOODS.

Direct from Paris. [41]

CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE

Can be had in the following qualities:
EXTRA DRY (Gout American).
BRUT (Cordon Rouge).

"Sales in the United States exceed the total of
all other Brands.

Served in all Clubs and First-class Hotels,
and obtainable at all Wine Merchants in the
Colony, and from Shewan, Tomes & Co., sole
agents.

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND

WEST RIVER STEAMERS.

JOINT SERVICE OF.

THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND
THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,303 Tons, "POWAN" 2,338 Tons, "FATSHAN" 2,260 Tons,
"KINSHAN" 1,995 Tons, "HEUNGSHAN" 1,998 Tons.
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M.
(Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5:30 P.M. (Sunday excepted).
The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at
9 P.M. from the Company's Wing Lok Street Wharf, returning from Canton every Tuesday,
Thursday and Saturday, at 5 P.M.
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River.
Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 Tons and "SUI-TAI" 1,651 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. from the Company's Wing
Lok Street Wharf and at 2 P.M. from the Company's Wharf.
On Sundays Special Cheap Excursions as per particulars at foot.
Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,
THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION
COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 Tons, and "NANNING" 509 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and
Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M.
Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are
lighted throughout by electricity.

EXCURSION TO MACAO.

SUNDAY, 3rd May.

S.S. "HEUNGSHAN"
will depart from the COMPANY'S WHARF, at 9 A.M. Departure from Macao at 3 P.M.
A Military Band will play selections of Music during the trip.
Popular Excursion Rates as usual.
N.B.—The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and
from Hongkong at 1 P.M. from the Company's Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Hongkong Hotel. [6]

Hotels.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
The only First-class Hotel in Kowloon.
Most Charming and Popular Resort in the
Colony.
Electric Lights, Fans and Call Bells.
Bath Rooms attached to each Room.

Unrivalled for Comfort and Cuisine.
Thoroughly Up to Date with Every Modern
Luxury.
Billiards and Bowling Alleys.
Moderate Terms and No Extras.
Modern Management.

Telegraphic Address:
"CHEF" HONGKONG.
Telephone No. K4.
O. E. OWEN,
Proprietor.

VICTORIA HOTEL, MACAO HOTEL,

(TELEGRAMS—VICTORIA—SHAMERN),
SHAMERN, CANTON,
ON THE BRITISH CONCESSION,
H. HAYNES,
Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED
EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.
Wm. FARMER, Proprietor.

HOTEL CRAIGIEBURN,

PLUMMER'S GAP, the PEAK, near the TRAM TERMINUS—Tel. 66.
For Terms, &c., apply to the
MANAGER.

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907. [3]

CONNAUGHT HOTEL,

HONGKONG.

A FIRST-CLASS EUROPEAN HOTEL.

SITUATED IN THE MAIN STREET NEAR THE BANKS AND PRINCIPAL OFFICES.
STRICTLY EUROPEAN MANAGEMENT.

Wines and Spirits of the very Best Quality.
Bath to Every Room.
Hot and Cold Water Throughout.
Hotel Launch Meets all Steamers.
Special Terms for Tourists and Parties or Families.

FOR TERMS APPLY TO—
THE MANAGER & AGENT

Intimations.

A. S. WATSON & CO.,

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$16.50

Watson's

D. SHERRY

SUPERIOR PALE DRY.

For Dozen \$18.50

A VERY FINE WINE, POPULAR

THROUGHOUT THE FAR EAST.

A. S. WATSON & CO.,

LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th April, 1908.

BIRTHS.

On April 11, 1908, at Newchwang, the wife of W. F. HARLEY, of a daughter.

On April 20, 1908, at Shanghai, to Mr. and Mrs. ERIC MOLLER, a son.

MARRIAGE.

On April 21, 1908, at Shanghai, CLARA LOUISE MARVE of Portland, Oregon, U.S.A., to ALFRED LINDSAY BLECHYNEN of Shanghai.

DEATHS.

On April 28, 1908, at his residence, 30, Queen's Road, Captain GEORGE PARKER, aged 71 years.

On April 16, 1908, JAMES LIDDERDALE SCOTT, late of Shanghai, on board the P. & O. S. *Marmora*, between Port Said and Marseilles.

On April 21, 1908, at Shanghai, Miss JUDITH HAGSTROM, aged 33 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, APRIL 29, 1908.

A CHINAMAN'S GALLANTRY.

Among the notable incidents of the circumstances attending the death of Mr. A. H. Rennie, none stands out more prominently than the gallantry displayed by the Chinaman who, at the peril of his life, attempted to rescue the deceased. It is on record that the second coxswain, a man named To Yau, followed Mr. Rennie overboard, without even waiting to secure the support of a life-buoy, and sought by every means in his power to bring Mr. Rennie back alive to the launch *Canada*. That he was not successful cannot in the slightest degree detract from the meritorious character of his action, which may be said to have been in direct opposition to the usual attitude of those Chinese who are imbued with native superstition. Whether it was a spontaneous impulse which prompted the attempt at rescue or whether it was the result of considered deliberation, matters not at all, although we may be quite certain that the second coxswain of the launch when he took the plunge had no personal thought of reward when he dived into the choppy sea at Lyceum Pier after his master. He did so on the spur of the moment, when everything might have led him to hesitate before endangering his own life, and his action could not have been more praiseworthy if it had been performed by an Occidental. It is, therefore, extremely desirable that his gallantry, which none doubt should be recognized in more than

ble fashion than has yet been done. Every one who has been in the Orient for any length of time knows perfectly well that there is a tradition among the uneducated class of Chinese which is in no way favourable to the rescue of drowning persons; rather the reverse, for instances innumerable could be adduced to show that the average Chinese are apt to incline to fatalism when a fellow-creature is in difficulties. On this occasion, however, a Chinese seaman rose superior to his environment and valiantly took his courage in both hands in the effort to save his master. If the Government of Hongkong fail in these circumstances to acknowledge the bravery of the coxswain who risked his life for one whom he would consider to be an alien and for whom he could have few considerations beyond those engendered by respect and esteem it will undoubtedly have failed in its duty as the guardian of British interests in this part of the world. It may not be that the exceptional gallantry of To Yau is worthy of being made the subject of representation to the Royal Humane Society, but it is unquestionably a matter which should be appreciated in Hongkong, where such examples of disinterested endeavour are far from common. And if the Government should see fit to reward this Chinese hero, the recognition should be made in no half-hearted fashion. These should be no hole-and-corner business about it, no semi-private function at which the man is handed a medal along with a few perfunctory words of thanks. It should be a public function to which our Chinese fellow-subjects should be invited; and it might not be out of place to suggest that the European residents would be found to be willing to testify to their appreciation of the coxswain's action. At all events, it will be a slur on the community if To Yau's gallantry is allowed to pass without the acknowledged thanks of those who are in charge of the affairs of the Colony.

LOCAL AND GENERAL.

PROFESSOR Robert Koch has left Bremen for New York. After a stay in the United States, he proposes to visit Japan, China, and India.

THE *Booki* reports that the Japanese Government intends to establish a Legation in Chile. The appointment of a Minister will shortly take place.

WE have received from the Mitsui Bussan Kaisha a copy of the 47th annual report of the Tokio Marine Insurance Company, Limited, for the year ending 31st December, 1908.

MAJOR G. M. FITZ M. SONDY, second in command of the 47th Sikhs, Tientsin, North China, has been transferred in a similar capacity to the 66th Punjab at Dargai and Chakdara.

A DECREE has been issued in Lisbon ordering the demolition of the old and unhealthy quarter in Macao known as the Chinese Bazaar, and the making of two great avenues in its place.

SENTENCE of death has been passed on 60,000 rats which inhabit the sheds and warehouses round Tilbury Dock and do such enormous damage. The massacre has begun, and should be completed in less than a month. The germ impregnated "Ratin" is being used.

A LANTERN lecture on the work of the Church Missionary Society is to be held around Hongkong, will be given in connection with the Juvenile Association of the Hongkong C.M.A., tomorrow (Thursday) evening, at 6 p.m., in the British School, Robinson Road, Kowloon, by the Rev. Arthur D. Stewart, M.A.

IP TIN, a barber, of 60, Queen's Road West, took himself across to Kowloon yesterday to help a friend do some work. He was sent to the Indian barracks to shave some of the men and while he helped himself to some of the soldiers' cooking utensils. He was caught red-handed. At the Police Court, to-day, he was charged with stealing two brass trays and a pot and, on pleading guilty, was given a month's hard labour.

A SIXTEEN-YEAR-OLD boy, by name Leung Lo, at one time residing at 19, Chinese Street, was, on the 5th instant, banished for five years, after serving a term in goal for theft. Leung was not the boy to be brow-beaten, however. He returned to the C. I. by the first steamer and hid himself until yesterday when he was recognized by a *luk ny* and marched to the Central Police Station. He appeared in the Police Court, this morning, and a sentence of three months' hard labour was pronounced.

Mr. John Adamson was at home to his friends at Sze's Studios on 28th ult., when a large number of Straits people attended to see his pictures of the present year. These included excellent portraits of L. dy Adamson and Mr. S. Gillfillan, both delineations receiving much commendation. The other portraits and a seascapes were also shown, besides a photograph of the portrait of Mr. P. S. Hough, of Hongkong, which was despatched thither in January last, and is, we believe, destined for the Club.

WHILE measuring some land at Yau-mai yesterday a certain well-known gentleman discovered that his \$1.50 umbrella (made in Japan), which he had stuck in the ground in order to carry out the work, had vanished. Like a streak of lightning the "Government man" made for the nearest Police Station where he laid a complaint. We cannot vouch for the truth of the next statement, but we give it with reserve. "All the available men" in the station were turned loose to look for the lamp, which was eventually "discovered" in a pawnshop. Great rejoicings at Yau-mai.

SIR Henry Blake was lately appointed a magistrate for co-Cor. Sir Henry and Lady Blake are settled at Myrtle Grove, Youghal, a picturesque place to where Sir John Pope Kennedy, another Irish Governor of Hongkong, also retired, and Sir Walter Raleigh resided.

On the morning of Thursday, the 9th inst., a.s. *Mimosa* came into Port. She is a British vessel of 2,197 tons, 325 h.p., owned by Messrs. Thos. Stephens and Sons, Captain, G. S. Bone. She came in for bunker coal only and is the first vessel which has called at Sandakan for this sole purpose. We hear she is taking 700 tons, and no doubt will find the coal as excellent for steam raising purposes as other vessels have done. — *B. N. Burko Herald*.

It is stated by a Tokio news agency that the negotiations between Count Hayashi and the English, American and French Ambassadors for the reciprocal protection of trade-marks in China and Korea are now nearly finished and conventions to that effect will be signed within a short space of time. Thereupon the preparations for an immediate exchange of ratifications may be made, in order that the conventions may be put into force at the earliest opportunity.

In response to an Imperial Rescript ordering the suppression of the opium-smoking habit among members in legations, the Chinese Ministers in St. Petersburg, Vienna and The Hague have telegraphed to the Waiwupu, stating that all the members of their respective legations are free from the habit. Regulations have been drawn up by the Ministry of the Interior for the annual reduction of the poppy acreage under cultivation. They will be submitted to the Throne for approval in the near future.

On Saturday next four of the most popular men in the Police Force leave Hongkong for the Homeland on a well earned holiday. These are: Inspector David Goulay, of No. 2 Police Station, Sergeant R. Macdonald and Detective Sergeant Grant, of the Central Police Station, and Lance-sergeant Fowler, of Bay View Station. They leave on the P. and O. liner *Devanha*. The good work these men have done during the last five years is too well known to our readers to need recapitulation, with them a pleasant passage.

ACCORDING to the latest information in hand the probability is that Dr. Joao Paulino d'Azevedo Castro, the present Bishop of Macao, is to be the successor of Dr. Valente, late Patriarch of the East Indies. This Prelate was born at Lages do Pico, Azores, on the 4th February, 1852, and consecrated Bishop on the 19th December 1902. He was a student in the University of Coimbra when the late Dr. Valente was one of its Professors. Bishop Castro is a Doctor of Divinity and is a man of remarkable intelligence and capacity for administration. He was recommended twice by the late Patriarch for appointment as His Grace's Co-adjutor. He is now in Lisbon to recruit his health.

TAOTAI LIU, Director of the Chinese Mining Company at Laiyuan, has received back all the properties of the Peking Syndicate at Pingtingchou and other places in Shanxi and so the interests of the British concessionaires in that Province are now entirely abrogated. By permission of the Chinese Government the Company is advertising in the native journals in North China for the subscription of Tls. 5,000,000 to enable the syndicate to work coal and iron mines at Pingtingchou. The shares are offered at Tls. 100 each. In order to carry out the policy of the people of Shanxi, the shares are only negotiable among Chinese subjects. The share list closes at the end of April and the amount has now been over-subscribed, chiefly by Shanxi bankers. The company has engaged a native mining expert as Chief Engineer, at a salary of Tls. 600 per month with free quarters and an allowance \$10 per day travelling expenses when he goes out to report upon mineral prospects. This Chinese engineer was first educated in England and has been employed in mining operations in the United States during the last twenty years. The company has ordered machinery from Europe and the iron foundry will be established with a capital of Tls. 1,000,000. The reason why this Company did not experience difficulty in raising capital this time lies chiefly in the highly satisfactory condition of the shares of the Taching-ying Hong or National Bank of China. — *N. C. D. News*.

A GOOD deal of discussion has been going on lately both in shipping circles and shipping journals as to the relative merits of Chinese crews and European crews of steamers, more especially as regards stockhold complements. Shipowners generally find it an absolute necessity to employ Asiatics in tropical climates. Europeans are unable to stand the hot climate, and consequently are continually being put into hospital, and in some instances have to be brought home. Contrary to the general statements made by the Unions, the cost of Lascars or Chinamen exceeds that of a European crew. An instance is given where a European crew of 27 habits cost £115 10s. for wages and victualling per month. The figures for 30 Chinese hands come to £126 10s., and for 57 Lascars to £223 17s. 6d. Employment of Chinese is therefore not due to decrease in cost, but there is an ultimate saving, because of the efficiency with which the work is done, more especially in the engine-room. The test applied is that of efficiency, and shipowner after shipowner is found affirming that having once tried a Chinese crew he would not go back to a British crew. The Chinese are stated to give steamers improved speed, owing to their better fitting, while at the same time their tractable and sobriety tend to make life on board more comfortable. Some shipmasters assert they would rather give preference to their own country men if they could, but that they are sick and tired of drunkenness, desertion, and insubordination. Not only do the Chinamen seem to save masters from all sorts of trouble ashore and afloat, but it is also alleged to their favour that they keep the ships in better condition.

THE JAPANESE BOYCOTT. ADVENT OF THE JAPANESE SQUADRON. VICTORY CHANG APPROXIMATION. In its issue of this morning, the Chinese journal, *Sheng Po*, has an interesting despatch from its correspondent in Canton regarding the reported advent of the Japanese squadron to Canton. According to the information gathered by our up-to-date contemporary it is learnt that Victory Chang apprehends disturbance by the ignorant populace in the event of the Japanese squadron paying a visit to the Southern capital at the present juncture. The Viceroy has, therefore, placed himself in communication with Mr. Uyeno, Consul for Japan at Canton. The Viceroy pointed out to the Consul representative his fear that there might be an outbreak by the lawless section of the population, hence His Excellency urged the inexpediency of a naval visit on the part of Japan at the present time. The Japanese Consul is stated to have replied that the forthcoming visit of the Japanese squadron is devoid of any political significance. It is made merely in the ordinary course of naval duties. There was nothing to prevent the cruise from being carried out. Ultimately, the following understanding was arrived at between the Viceroy and the Japanese Consul. The larger vessels attached to the Squadron would remain at Hongkong while the smaller cruisers would proceed to Canton. If it is desired that marines should land during the cruisers' stay in port, they will be permitted to do so in the daytime only and then in limited numbers. While ashore the marines will be provided by the Chinese Government with a military escort for their personal protection. No landing of men will be permitted after nightfall. The arrangement is agreed upon with a view of not disturbing the harmonious relations between the two Governments.

MARINE PRODUCTS IN CANTON.

[From Our Own Correspondent.]

Canton, 28th April.

The merchants dealing in marine products called a meeting in their Guild hall yesterday and passed a resolution to the effect that they will stop the purchase of Japanese marine delicacies from the 1st day of the 4th moon (the 2nd proximo). As there is at present still a large quantity of Japanese marine products remaining on their hands, they cannot stop the sale on the same day, so they agreed to extend the sale by ten days more in order that they might be able to be relieved of the entire stock. This latter resolution applied to marine products only. They also agreed to impose a fine of \$200 on any offender, when found committing a breach of the agreement. To replace the Japanese goods they have increased their stock of native produce.

The Guild notified the Nam Pak Hong in Hongkong of the resolution adopted by the meeting. Similar notification was made to Fatshan, Shek Luog, Chan Tsun, Kongmoon and Salsam.

FLOUR MERCHANTS' PARTICIPATION.

NO CARGO FOR N. Y. K. STEAMERS

Chinese merchants in Hongkong are boycotting the Japanese Nippon Yusen Kaisha line of transpacific steamships operating between Seattle and the Chinese metropolis. The first intimation of this move on the part of the Chinese merchants came on Friday in the form of a cablegram received by the Hammond Milling Company, reports the *Seattle Post-Intelligencer* of March 29. The cablegram was brief, simply stating "make no more shipments via the Nippon Yusen Kaisha."

The cablegram was from one of the largest flour and grain merchants in Hongkong. Directions to cease shipments via the Japanese steamships have not as yet been sent to shippers on this side from any other port except Hongkong. C. A. Peplow, manager of the Hammond Milling Company, at Seattle, believes that the cablegram received here is a part of the boycott movement started against Japanese goods on account of the incident of the *Tatsu Maru*.

It is expected that if the boycott keeps up on the other side it will not be long before all Chinese flour and grain merchants, particularly at Hongkong, will order a boycott against the Nippon Yusen Kaisha.

A very large proportion of the flour and wheat shipments between Puget sound and the China ports has, in the past, been made on the Japanese boats. This business has been keenly sought, and on account of the good service rendered by the Japanese transportation company it has succeeded in securing a large part of the carrying business as far as flour and wheat is concerned.

The boycott against the Nippon Yusen Kaisha is of interest to local millers and shippers more than to any others in the Northwest, since the steamships of that line do not load much grain or wheat at ports other than Puget sound.

ITS EFFECTS ON JAPANESE TRADE.

In its today's (April 16) issue the *Malacca* publishes some observations on the probable effects on Japanese trade of the Canton boycott. The movement, it remarks, appears to be gradually extending in the Canton and Hongkong neighbourhoods and the tendency is for it to spread throughout South China. Japan's exports to South China (not including Hongkong) include coal, copper, and slippers, but the total in 1907 was only ¥1,710,000 and in 1907 ¥1,600,000, so that Japanese trade will not be seriously affected by the boycott as far as South China is concerned. The case is some-

what different with regard to Hongkong. The Japanese exports to that place in 1906 amounted to ¥27,000,000 and in 1907 to ¥24,300,000. Part of them, however, were destined for the Straits Settlements, India, Annam, Siam and other countries. Moreover, a large part of the exports were dealt with by merchants not of Chinese nationality. In fact the exports sent into the interior of China through Hongkong by Chinese merchants amount to less than half the total, and should the boycott unfortunately be prolonged, Japanese goods would doubtless be imported through Shanghai instead. Nevertheless, if the trade with Hongkong becomes dull, the influence of that circumstance will be more or less seriously felt. The exports to Hongkong of Osaka goods are very small and are mostly dealt with direct by Japanese, Indians, or Swiss, but such articles as towels, umbrellas, matches, beer and marine products, which have been exported through Chinese merchants, would be considerably affected. — *Kobe Herald*.

A HONGKONG DIVORCE CASE.

HUSBAND'S CLAIM FOR DAMAGES.

In the Supreme Court, this forenoon, a very important point of law was raised and argued as to whether an aggrieved husband could, in Hongkong, recover from a co-respondent damages for alleged misconduct with his wife. This point was raised as the result of an action brought by Captain T. A. Mitchell against Mr. John Lemm to recover the sum of \$10,000 as damages for alleged improper conduct with his wife, and \$15,175.43, being special damages incurred by the plaintiff in connection with the divorce proceedings.

The Hon. Mr. H. E. Pollock, K.C., instructed by Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, appeared for the plaintiff. Mr. M. W. Slade, instructed by Mr. Harston, of Messrs. Ewins and Harston, represented the defence.

The statement of claim was read thus:—The plaintiff is a master mariner in the employment of the Indo-China Steam Navigation Company, Limited, of which Messrs. Jardine, Matheson and Company, Limited, are the agents in this Colony.

2.—The defendant is an architect of 64, Queen's Road Central.

3.—The defendant, on the 12th and 13th days of October, 1904, and on the 11th and 12th days of December, 1904, and on divers other dates, before and after the said dates, did wrongfully, wickedly and unjustly debauch and carnally know one Henrietta Maud Mitchell, being the wife of the plaintiff and bearing his name.

4.—In consequence of the said misconduct of the defendant with Henrietta Maud Mitchell, the plaintiff took legal proceedings in the First Division of the Court of Session, Edinburgh, Scotland, against the said Henrietta Maud Mitchell, his wife, praying for a divorce from her on account of her misconduct with the defendant.

5.—Eventually, namely, on the 7th day of November, 1906, and after evidence as to the misconduct had been taken on commission in Hongkong, the Court found that improper conduct between the defendant and Henrietta Maud Mitchell, had been proved, and pronounced a decree of divorce against Henrietta Maud Mitchell accordingly.

6.—The costs which the plaintiff has either paid or become legally liable to pay of and incidental to the said divorce proceedings amount to the sum of \$15,175.43. The plaintiff, therefore, claims: (1) Payment by the defendant to the plaintiff of the sum of \$10,000 as damages for the improper conduct of the defendant, and also payment by the defendant to the plaintiff of the sum of \$15,175.43, being special damages incurred by plaintiff in connection with the divorce proceedings.

The statement of defence read:—The defendant admits paragraphs 1 and 2 of the statement of claim.

2.—The defendant denies that on the dates in the statement of claim mentioned or on any other date or dates he did debauch or carnally know Henrietta Maud Mitchell.

3.—In answer to paragraphs 4 and 5 of the statement of claim, the defendant denies that he was guilty of any misconduct with Henrietta Maud Mitchell and says that he was not a party to the divorce proceedings, and is in no way bound by any decree made in the divorce proceedings.

4.—The defendant does not admit that the plaintiff has paid or has become legally bound to pay any costs of or incidental to the said proceedings or that the costs amount to \$15,175.43, or any sum nearly as great.

5.—The defendant will object that the statement of claim discloses no cause of action in respect of which the Supreme Court of Hongkong has no jurisdiction.

Mr. Slade submitted that this was a trial of issue of law—a hearing of the application made by the defendant that the point of law raised by paragraph 5 of the statement of claim may be set down for trial. He would argue on the question of law in place of the old demurrer. He was demurring the statement of claim to show that they had no cause of action in the Supreme Court of Hongkong. The case against the defendant was for damages only. He was not a party to the divorce proceedings.

The Chief Justice—He was not a party?

Mr. Slade—No.

Mr. Pollock—He could not be made a party as he was out of the jurisdiction of the Court of Scotland. It was purely a common law action, Mr. Slade proceeded, after quoting authorities at length, and he remarked that the Court had no jurisdiction to entertain the claim.

Mr. Pollock contended that the Ordinance did apply to the case, and that the Court had jurisdiction to deal with the matter. A man, he stated, had his remedy in the Courts of England for damages by suing in the divorce court and he thought it was not fair that a man should be robbed of his rights here.

The Chief Justice reserved his decision.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

A NAVY FOR CHINA.

PROGRAMME FORMULATED.

[By courtesy of the "Sheng Po"]

Peking, 28th April.

The Ministry of War has decided upon the re-establishing of a Navy for China.

The programme, which has been formulated to give effect to the decision, embraces the following projects, viz:—

- 1.—The establishment of naval bases.
- 2.—The building of warships.
- 3.—The training of men for the vessels.
- 4.—The drawing up of rules and regulations for the guidance of officers and men.
- 5.—The establishment of an office for the Admiralty.

The initial provision for the cost of the scheme has been fixed at ten million taels.

The money is to be raised by the Ministry of War and the Board of Revenue conjointly.

EMPEROR KWANG SU.

STILL ILL.

[By courtesy of the "Sheng Po"]

Peking, 28th April.

The Emperor has not quite recovered from his recent illness.

On the 1st day of the 4th moon, Prince Chun will perform the usual ceremony, on behalf of His Majesty, at the ancestral worship.

NATIONAL BANK OF CHINA.

THE NOTE ISSUE.

[By courtesy of the "Sheng Po"]

Peking, 28th April.

The Board of Revenue has instructed all the Provinces to pass the notes issued by the National Bank of China.

Certain highly interesting and important correspondence has just taken place between M. Siffert, Consul-General for Belgium and Senior Consul, and His Honour, Tsai Nai-huang, Shanghai Taotai, relative to a question which affects the entire community very closely, namely, the Chinese bank notes in circulation in the Settlements, and the stability of the establishments which issue them. M. Siffert inquires, on behalf of the Consular Body, whether the Chinese Government guarantees any of these notes or not, and also if there are sufficient funds deposited in the Government treasury by the Banks to redeem all the notes which they issue. The Senior Consul further intimates that the Consular Body intends to confer with the Chamber of Commerce on this important subject, and would also be very glad to accept any assistance or co-operation which the Chinese authorities might feel moved to tender for the purpose of securing full and prompt information in the matter. His Honour the Taotai has so far only formally replied to this communication from the Senior Consul, but later on, when the inquiries which he, in response to the letter, has set on foot, relative to the banks which issue the notes now in circulation, their resources, standing, etc., are completed, he will, answer M. Siffert's letter as fully as the importance of the occasion demands. — *Shanghai Times*.

PARLIAMENT FOR CHINA.

EARLY ESTABLISHMENT CONTEMPLATED.

[By courtesy of the "Sheng Po"]

Peking, 28th April.

In view of the numerous memorials submitted by the Provincials throughout the Empire, praying for a Parliament, Prince Pu-Lun has decided to accede to the people's wishes by fixing an early date for the institution of a Parliament.

His Highness held a conference the other day with other officials on the subject.

CHINABSE IN SOUTH AFRICA.

SPECIAL COMMISSIONER TO TRANSVAAL.

[By courtesy of the "Sheng Po"]

Peking, 28th April.

The Waiwupu has telegraphed to the Viceroy at Canton inquiring whether H. E. Chang Jen-chun has despatched Taotai Lum Lok Chun to Transvaal on a special mission of inquiry.

The Viceroy has replied to the Waiwupu in the negative.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

PROPOSED CHINESE BANK.

TWO HUNDRED MILLION DOLLAR CAPITAL.

[By courtesy of the "Shuang Po"]

Peking, 28th April.

The merchants of Shansi Province propose to establish a Bank with branches in the five Continents.

The subscribed capital has been fixed at two hundred million dollars.

ANTI-OPIMUM CAMPAIGN.

PROHIBITION IN THE IMPERIAL COURT.

[By courtesy of the "Shuang Po"]

Peking, 28th April.

The Empress Dowager has strictly prohibited the members of the Court from smoking opium under penalty of heavy fines.

[Reuter's.]

The Cruise of the American Fleet.

London, 27th April.

Canada has invited the American Pacific fleet to visit Columbia.

The Funeral of the Late Prime Minister.

The King has directed that the flags on Government buildings be half-masted to-day, on the occasion of the service in Westminster Abbey.

The Prince of Wales will represent the King and Queen.

Later.

The Memorial Service at Westminster Abbey.

Westminster Abbey was thronged at the Memorial Service to the late Sir Henry Campbell-Bannerman, and there was an enormous crowd outside.

Three carriages filled with flowers headed the procession from Downing Street to the Abbey.

The Prince of Wales, all the Cabinet Ministers, the leading Politicians, Ambassadors, Ministers and M. Clemenceau were present.

The King in Stockholm.

King Edward, replying to the toast at a banquet, said he entirely concurred with King Gustav's favourable views concerning the Baltic and North Sea Agreements, and that he was confident they would materially conduce to the peaceful development of the Northern countries and the maintenance of an everlasting peace.

PORTUGAL'S FINANCES.

COLONIAL POLICY OF THE COUNTRY.

According to the official Note on the state of the Portuguese finances drawn up by the Minister of Finance, the fact ought to be taken into account that the Government has left attached to the cheque-book, or makes use of, only for guarantee of temporary loans, an important number of bonds of the authorized interior debt (193,000 contos).

The exact amount of the consolidated debt in circulation would be therefore at the date of January 1, 1910—

Interior debt.....	338,000
Exterior debt.....	194,000

Total amount..... 532,000

Or a little more than three milliards francs, reckoning the conto de reis at its nominal gold value (5,000 francs).

The most interesting point of that memorandum is the one relative to the absence of special Colonial debt. The expenses for railways and other colonial public works have been paid by the mother-country. This latter holds, in return, 200,000 shares of the Benguela Company, 115,000 of the Zambezia Company, 90,000 of the Mozambique Company, 60,000 of the Mossamedes Company, etc.

The memorandum points out, moreover, that the Portuguese State possesses in Europe 8,025 kilometres of railways, and builds 125 of the same; finally, that it has taken charge of an important part of the debt of the town of Lisbon, and the greater part of the considerable works of the improvement of the ports of Lisbon and Leixões (Porto).

On 18th prox. Lieut-Colonel and Brevet-Colonel F. E. Kent, Royal Garrison Artillery, commanding that arm in the Hongkong Garrison, will go on half-pay on the completion of five years as a regimental lieutenant-colonel. Colonel Kent has been most popular since he took over the command of the garrison companies at Hongkong and the services for the defence of this place have been largely improved under his supervision. He served in the Maza Expedition, 1887, and in the South African War, including the fighting at Natal, Transvaal, and Orange River Colony, his services being recognised by mention in despatches. Queen's medal with three clasps, and King's medal with two clasps.

The Amending Bill.

PROPERTY OWNERS' RECOMMENDATIONS.

ADOPTED BY GOVERNMENT IN PART.

Another meeting of the Committee of the Chinese Commercial Union was held this afternoon to consider the Public Health and Buildings Ordinance Amendment Bill. At the meeting a letter was read from the Hon. Dr. Ho Kai transmitting notes of the proceedings at meetings held of the architects, on behalf of the European and Chinese property owners, and Government officials. From these notes it is learnt that most of the recommendations, in the direction of amendments to the various clauses in the draft Bill, had been adopted by the Government. The conference will thus have the effect of paving the way to the passage of the Bill through the Legislative Council, which will consider the second reading of the Bill to-morrow.

CANTON DAY BY DAY.

ANTI-OPIMUM CAMPAIGN.

[From Our Own Correspondent.]

Canton, 28th April.

The Canton Anti-opium Society has recently engaged twenty extra officers to be sent out daily to inquire about the opium smokers in the different quarters in the city and to arrest any one found smoking without the necessary license.

A weiyuan was sent by the Canton authorities to Foshan to inquire into the amount of prepared opium sold daily by the opium dealers in that town, and he has now reported that the quantity sold there is about 500 taels a day.

THE VICEROY'S TOUR.

A Weichow telegram states that H.E. the Viceroy, on a tour of inspection to the East River, arrived at the Weichow Prefecture at 2 p.m. on the 26th instant.

RAILWAY AFFAIRS.

As the Canton Nine Charitable Institutions have refused to take up the responsibility of collecting the second call of subscriptions at \$1.50 a share for the Canton-Hankow Railway Company, a meeting was held yesterday in the Company's offices where the Provincial Treasurer, the Provincial Judge, the Kwangchow Prefect and some others were asked to be present for the purpose of discussing the best measures to be taken for the collection of the subscriptions. In case of failure to arrive at satisfactory arrangement, it is expected that trouble in connection with the Company will be revived.

LAUNCH OF A P. AND O. STEAMER.

The P. and O. Company's 6,000-ton express steamer *Salvatore* was successfully launched from Messrs. Caird's yard at Greenock on 28th inst. She has been designed for the Company's Bombay-Aden line, and will make the fortnightly connection with Aden with the outward and homeward Australian steamers, thus alternating with the fortnightly through steamers to and from Bombay for the maintenance of the company's weekly passenger service to India, which, under the new mail contract, has been recently accelerated. Before making her maiden voyage in the mail service in October next she will be despatched on two pleasure cruises—to Russia in August and to the Adriatic in September. P. and O. hulls are usually painted black with a white band, but as the *Salvatore* is to be continuously employed in the tropics she will be white. The new vessel is 440 ft. in length, 53 ft. in breadth, and has a moulded depth of 31 ft.; her internal arrangements, outside the engine-room, will consist almost entirely of passenger and post-office accommodation, her cargo space being inconsiderable.

A FOREMAN'S DILEMMA.

THE ACTIONS OF A VIRAGO.

Wong Kiu is a woman who nurses a grievance. And on account of this her only bad point, a happy home, was broken up yesterday. Miss Wong resides at Causeway Bay, and, until a week ago, got ten cents a day carrying earth for a contractor. Somehow or other, but through no fault of her own, of course, was discharged by the foreman coolie—a married man residing at Yee Woo Street—who stated that Miss Wong was inefficient, which she denies. Had she not worked hard for her ten cents? However that may be Miss Wong was told to quit. Yesterday afternoon, accompanied by several young friends of hers, she called at the foreman coolie's house and asked to see him. The foreman's better half opened the door and invited her in. No sooner had Miss Wong stepped her foot in the house than things began to happen. She rushed into the sitting room and, picking up a stool, flung that into the street. Then followed a water bucket and a little later two tables came flying out into the street. Having cleared out all the furniture Miss Wong, it is reported, then made an attempt to pull the partitions down, but failing this, she hurled some nice words at the amazed foreman, and left the house. A policeman met her at the foot of the staircase and triphantly removed her to the station. Miss Wong made her debut in the Police Court to-day, in answer to a charge of doing malicious damage to \$8 worth of property. She was fined \$4. Curious to remark there is another woman nursing a grievance too—and that is the foreman's wife, who believes that there is some "love pilgim" behind it all, and no matter how hard the unfortunate foreman may try to alter that opinion we are afraid it won't wash.

THE chief quartermaster of the division at Manila announces that the opening of the bids for additional repairs on the transport *Luzon* which was postponed would take place on April 24 at 11 a.m. This postponement was necessary, as additional work has been added to the estimated repairs which must be figured in the bids.

HONGKONG HORTICULTURAL SOCIETY.

ANNUAL REPORT.

The annual general meeting of the Hongkong Horticultural Society will be held in the music room of the City Hall, at 5.15 p.m. to-morrow. Following is the annual report:

The committee beg to present their third annual report on the work of the Society. Two Shows were held during the year, a chrysanthemum show on the 14th November, 1907, and the annual flower and vegetable show on the 26th and 27th February, 1908. Both shows were held in the Botanic Gardens.

CHRYSANTHEMUM SHOW.

There were 54 entries by 24 exhibitors in 24 classes. 19 prizes were won between 6 exhibitors. The Peak flowers for which special classes had been arranged were a failure, no prizes being awarded. The net cost of the show was \$323.95.

FLOWER AND VEGETABLE SHOW.

Year.	Entries.	Exhibitors.	Classes.	Prizes Won.	Number of Exhibitors Winning.	Highest number of prizes by one exhibitor.
1907	651	55	134	150	34	31
1908	422	41	102	149	29	19

The Chinese Market gardeners again failed to exhibit in the vegetable classes specially set apart for them, and it is proposed to omit these classes in the next Schedule. The judging of the general exhibits was done by Messrs. J. Barton, D. W. Craddock, S. T. Dunn, and W. J. Titcher. Of the gardens by Messrs. J. Barton, S. T. Dunn, L. Gibbs and H. H. Gompertz, and of the table decorations by Mrs. Pollack and Mrs. Turner. The winter show was not a favourable one for flowers, the early part being unusually wet and warm and the two months before the show having much more than the average rainfall. A very fair show of flowers was however produced. Some of the special features being carnations shown by Mr. Looker, some very fine roses shown by Mrs. Maheham at Pokfulam and primulas shown by Mr. Choa Leep Chee. And among the vegetables some broad beans put in as a special exhibit by Sergt. Kerr. The net cost of the show amounted to \$431.45.

The thanks of the Society are due to the following who kindly presented prizes or gave contributions to the prize fund:—H. E. Sir Frederick Lugard, H. E. Major-General Broadwood, Sir Paul Chater, Mrs. Ho Tung, Mrs. Turner, Messrs. J. Barton, "Chan" Chu Kee, Choa Leep Chee, D. Donahoe, S. T. Dunn, Fung Yu Chou, L. Gibbs, Ho Kom Tong, Ho Tung and H. E. Tomkins. Also to the Police Department who supplied constables to take charge of gates during both shows and to the Botanic and Forestry Department for assistance in staging the exhibits.

From the statement of accounts it will be seen that the year's working resulted in a loss of \$68 3s. It will be seen however that without the expense of the Chrysanthemum show the Society would have been about \$50 to the good on the year's working, but it should be noted that \$100 of this belongs properly to the previous year. The committee have decided not to hold a chrysanthemum show in the autumn as the attendance at the last was exceedingly poor and the funds of the Society do not admit of the necessary expenditure.

The membership shows a satisfactory increase, the ordinary members now number 108 as against 66 at this time last year. On the 21st March, Sir Paul Chater kindly invited the members of the Society to visit his garden in Conduit Road and several availed themselves of the privilege.

In accordance with rule 4 the committee retire but, with the exception of Mrs. Brown and Mrs. Turner, offer themselves for reelection.

EXPLOSION AT SINGAPORE.

AN OIL SHIP BLOWN UP.

A few minutes after eight o'clock last night, reports the *Singapore Free Press* of 23rd inst., an alarming explosion, the sound of the detonation extending all over the Tanjong Pagar as far as Neil Road, and even reaching to town, took place on the Dutch oil-tank ship *Tanorville*, in dry dock at Keppel Harbour.

The alarm reached town of a fire at Keppel Harbour, and the Brigade turned out, as well as the brigade attached to the Docks. The dock steamer *Varuna* also turned out and came from Tanjong Pagar and in a very short time a large number of jets were playing on the tanker.

The hull had come in to port at the beginning of the week with a cargo of benzine, which of course had been discharged before she went into dock, which was on Monday. No one was actually working on board her at the time, but Chinese coolies were at work on the hull outside, scraping her ready for repainting. The explosion occurred in the centre tank about the bridge deck and was obviously of vapour remaining over from the cargo, which, when mixed with air, forms an explosive of highly destructive power.

A hissing sound was first heard, followed by a deep rumbling explosion, which caused a shock like an earthquake, shaking all the houses in the neighbourhood, disturbing the ornaments on tables &c. and extinguishing the electric light at the P. and O. Wharf. Clouds of smoke arose from the vessel, and great apprehension was felt of further explosions.

The hatch above the hold in which the explosion took place was blown right over the blacksmith's shed, a distance of a hundred yards to the port side. Fortunately it fell without doing any damage. The whole of the starboard side of the vessel amidships was blown out, down as far as the water line. On this side a large plate was blown into the engine shop, and also fortunately without doing damage. The bridge, upper structures, and boats, suffered severely, being shattered near the stern of the explosion. Part of the hatch combing was

hanging over on the port side, and one boat is lying in the bottom of the dock.

THE WRECK BY DAYLIGHT.

April 24.

To the full particulars we were able to give our readers yesterday of the alarming explosion on board the oil-tanker *Tanorville* while in dry dock at Keppel Harbour, there is very little to add.

Seen by daylight the vessel is a terrible wreck; a mass of twisted steel and iron-work, with the starboard side of the vessel ripped open to the keel, the deck apparatuses and gear strewn about; some of the heavier pieces of machinery which had been rent from the vessel having been collected from all round the dock.

The injured men turn out to be only two in number, and no essential details beyond what appeared yesterday have been disclosed. A prudent reticence is observed as to

THE CAUSE OF THE EXPLOSION, and as to how it came about that the hull was allowed to go into dock, with the dangerous fumes of the petroleum hanging about her. We have, however, come across a passage in a standard book on petroleum which, if it had been brought to the notice of the Dock Authorities, would probably have considerably exercised their minds as to the propriety of taking her into dock at all. The work in question is "Petroleum and its Products" by Sir Bouverie Redwood, the recognised authority on these matters. In Vol. I, in the chapter dealing with the transport storage and distribution of Petroleum, we come across a remarkable passage, which is worth quoting verbatim.

On the 11th of May 1894 an explosion occurred on the ship *Tancarville*, which had shortly before discharged a cargo at Havre, and was in dry dock at Newport, Mon. The vessel had been under repair for twenty days when the explosion took place. From an examination made by the author, on the same day, it would appear that the explosive force had been mainly localised on the port side of the water ballast tank, immediately forward of No. 1 oil tank, and had been excited principally upwards and aft. Before the work of repairing was commenced, the oil tanks were cleaned by a jet of water and were afterwards dried with sawdust and cotton waste. They were ventilated by wind-sails, before, during and after fuming. The water ballast tank had not been used since October 1893, as a cargo tank, but it was asserted that while a cargo of crude oil was being discharged at Havre, in Feb. 1891, some one from the shore opened a valve, and allowed a quantity of oil to flow into the ballast tank. The suction pipes were so arranged that the water could not be drawn from the ballast tank beyond a depth of 44 inches from the bottom. After discharging her last cargo, the ballast tank had been filled with water, but if an attempt had been made to displace the oil by water, and cause it to overflow into the tween decks, a considerable quantity of oil would have been confined between the beams and the upper part of the tank and prevented from flowing away.

On the morning of May 11th men were sent into No. 1 oil tank, adjoining the water ballast tank already referred to, to clean up some oil, which had leaked in through a defective rivet hole in the bulkhead separating the tank in question, and the work of repairing in the tank was then continued. As some workmen were cutting a thread, with a view to replacing a defective rivet, by a screw-plug, a tongue of flame appeared to issue from the hole. The flame then seemed to recede and immediately a violent explosion occurred, killing four men, injuring others who were in the tank, and killing a carpenter who was in the tween decks on the port side of the bunker space. This explosion was undoubtedly due to the ignition of a mixture of air and petroleum vapour in the ballast tank, but the actual cause of the ignition was not explained.

Now the similarity of the two explosions on board the *Tancarville* is remarkable. The same vessel; a cargo recently discharged; in dry dock; under repair; a hissing sound followed by an explosion; and wrecking of the ship. In reporting upon the *Tancarville* accident the inspectors of the Board of Trade suggested that "When repairs require to be carried out in a vessel which has been carrying petroleum, there should, in our judgment, be a formal handing over of the vessel to those by whom the repairs are to be undertaken and a certificate given that the tanks and all dangerous places, have so far as practicable, been adequately cleaned and ventilated and rendered free from risk of explosion or fire. If from any cause a complete certificate of this sort cannot be given, then it should be clearly notified which tanks or spaces have not been cleaned and the makers or spaces have not been cleaned and the responsible authorities to say whether this definite recommendation was known to them, or their agents, and whether the certificate recommended was given. If it were necessary in a May morning in South Wales, what can be said about it being necessary in a tropical climate like Singapore, where there is a constant temperature of 80° Fahr. or more during the day? And where the workmen employed on the repairs are ignorant Chinese?"

There have been too many accidents from petroleum and its products in the Eastern Seas of late years for the questions raised to be brushed aside. The case of the *Tanorville* second explosion ought to have the definite effect of making the Government cause such an enquiry to be made, and such regulations to be passed, as will make reasonably safe this very dangerous trade. It is not only a question for the Straits Government, but also for the Home Government, both acting in conjunction with the Dutch Government, and any other country that owns oilships and oil fields.

THE TEST FOR VAPOUR. The author to which we have already referred, in volume II, describes and illustrates the Redwood Vapour Testing apparatus. In essence it consists of passing the air in which vapour of petroleum is suspected of being present, over a hydrogen flame, which shows a flame-cap corresponding to the percentage of petroleum vapour. A collector is used to obtain the air from the suspected place, either directly, or by means of a suction tube.

The apparatus is well-known and reliable, and we should not be surprised if the Government Analyst had one in his possession. The point, obviously to be made is, that petroleum ships, petroleum stores, and operations connected with the preparation, storage, or transport of petroleum, should be subject to expert examination and certification.

To-day's Advertisements.

HONGKONG CLUB.

NOTICE.

DURING the absence of Mr. C. H. GRACE on leave, Mr. JAMES CRAIK has been appointed ACTING SECRETARY.

H. P. WHITE, Chairman.

Hongkong, 29th April, 1908. [455]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Club will be held in the CLUB HOUSE on THURSDAY, the 14th May, 1908, at 5.15 P.M. for the purpose set forth in the notice posted in the Hall of the Club.

By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 29th April, 1908. [456]

HONGKONG CLUB.

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By Order, JAMES CRAIK, Acting Secretary.

Hongkong, 29th April, 1908. [457]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Victoria*.
From Persian Gulf, ex B.L.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 6th May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's or the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

F. J. ABBOTT, Acting Superintendent.

Hongkong, 29th April, 1908. [457]

POSTAL AGENCIES IN CHINA.

Mr. Henniker Heaton asked the Secretary of State for Foreign Affairs: Whether the Government of Hongkong is saddled with the financial as well as the administrative responsibility of carrying on British postal agencies at the principal treaty ports of China; whether the British Government will in future share these expenses and losses, in view of the fact that Great Britain shares the profits from these services; whether the British community at Tientsin have been required to guarantee \$7,500, the estimated loss on the working of the British postal agency at Tientsin during 1908; and whether the \$7,500 is treated as revenue in the Hongkong Government accounts, the Colonial Government being required to pay upon it the 20 per cent. military contributions, notwithstanding that it represents a loss.

Mr. Churchill: The Hongkong Government has for many years carried on the British postal agencies in China, and has hitherto derived from them a profit in which the British Government has not shared. As will be seen from Sub-head D of the Post Office Estimates, it received a grant of £40 per annum from the British Government in respect of them, out of which £150 represents an allowance to the Colonial Postmaster-General for increased responsibility. The British Municipal Council at Tientsin have guaranteed a sum of \$7,500 to meet the anticipated deficit on the agency of that port during 1908, and under present arrangements any sum so paid would be treated as revenue for the purpose of assessing the Hongkong military contribution. As I informed the hon. member for Streteford on March 12 the question of the maintenance of these agencies is, however, under consideration.

JAVA SUGAR IN INDIA.

The *Pioneer* remarks:—We have more than once noticed the extraordinary increase in the imports of Java sugar into India; and the shipments during 1907 were larger than have hitherto been followed even by those who have carefully followed the rapid development of this new trade. From the report of the British Consul at Batavia it appears that the past year was a singularly favourable one for production, as the monsoon rains were good. The total output was 1,144,000 tons, or an increase of nearly 100,000 tons over that of 1906. It is remarked that "systematic and scientific cultivation, the rational and frequent application of fertilisers, a careful selection of the cane, based on the experience of past years, coupled with the best possible attention to the prevention of cane disease, were the chief factors which under the above-mentioned propitious weather conditions, went to bring about this satisfactory state of affairs." A new variety of cane has also been discovered which is said to combine a prolific growth with a very high percentage of sugar. In these circumstances it seems only too likely that Java sugar will continue to be sent in increasing quantities to the Indian market, unless something can be done on this side to rehabilitate a rapidly declining industry.

Intimations.

THE ROBINSON

PIANO CO., LD.

ARE OFFERING AT

VERY LOW PRICES

A FEW

HIRE PIANOS IN

Excellent Condition.

NEW SUPPLY OF

TALKING MACHINES

ON

EASY PAYMENT SYSTEM.

Large Selection of RECORDS.

FURTHER SUPPLY OF THE

"MERRY WIDOW"

Waltz.

NOW ON HAND.

November 29th April, 1908. [458]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	9.30 a.m.	Every 15 minutes.
9.30 a.m.	11.00 a.m.	Every 15 minutes.
11.30 a.m.	12.45 p.m.	Every 15 minutes.
12.45 p.m.	1.15 p.m.	Every 15 minutes.
1.15 p.m.	1.45 p.m.	Every 15 minutes.
1.45 p.m.	2.15 p.m.	Every 15 minutes.
2.15 p.m.	3.00 p.m.	Every 15 minutes.
3.30 p.m.	5.00 p.m.	Every 15 minutes.
5.00 p.m.	8.00 p.m.	Every 15 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half-hour.

SUNDAYS.

8.00 a.m.	9.00 a.m.	Every 15 minutes.
9.00 a.m.	9.30 a.m.	Every 30 minutes.
9.30 a.m.	10.30 a.m.	Every 15 minutes.
10.30 a.m.	11.00 a.m.	Every 15 minutes.
11.00 a.m.	12.00 noon.	Every 15 minutes.
12.00 noon	1.00 p.m.	Every 15 minutes.
1.00 p.m.	2.00 p.m.	Every 15 minutes.
2.00 p.m.	3.00 p.m.	Every 15 minutes.
3.00 p.m.	7.00 p.m.	Every 15 minutes.

NIGHT CARS on Week Days.
RATONIA.

Extra cars at 3.15 p.m., 11.10 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 24th June, 1907. [459]

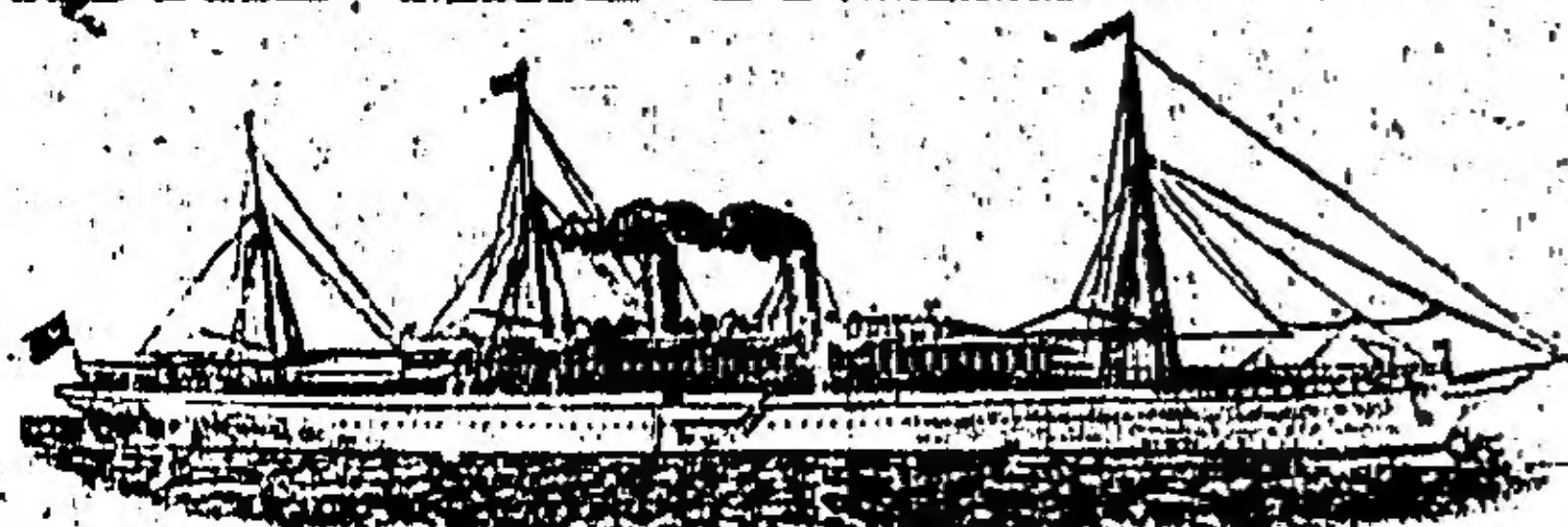
F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only line that maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days! OCEAN TRAVEL. 11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

Table with 4 columns: Ship Name, Tons, Leave Hong Kong, Arrive Vancouver. Includes ships like EMPRESS OF JAPAN, EMPRESS OF CHINA, EMPRESS OF INDIA, and MONTEAGLE.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 12 days, from YOKOHAMA, and 29 days from HONGKONG.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

Table with 4 columns: For, Steamship, On, On. Includes destinations like SHANGHAI, MANILA, and SINGAPORE.

The steamers Kaitang, Namang and Fookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

TAKING CARGO ON THROUGH BILLS OF LADING TO YANGTZE RIVER, CHEFOO, TIENTSIN & NEWCHANG, FOR FREIGHT OR PASSAGE, APPLY TO

JARDINE, MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LIMITED.

Table with 4 columns: For, Steamship, To, To. Includes destinations like SHANGHAI, AMOY & SHANGHAI, MANILA, and YOKOHAMA & AUSTRALIA.

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon/Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and Staterooms—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Table with 5 columns: Steamship, Tons, Captain, For, Sailing Dates. Includes ships ZAFIRO and RUBI.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

Table with 2 columns: Steamship, To. Includes ship LOWTHER CASTLE.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA." Captain T. H. Hild, R.M.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on 13th June, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

F. J. ABBOTT, Acting Superintendent.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:

S.S. "SATSUMA" ... 14th May, 1908

For Freight and further information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 29th April, 1908.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA

MOJI, KOBE AND YOKOHAMA.

Table with 4 columns: Steamer, Tons, Captain, Sailing. Includes ships Kumeric, Shasumi, Tremont, and Suveric.

CHEAP FARES, EXCELLENT ACCOMMODATION.

ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. Shasumi and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensure steadiness at sea. Electric fan in each room. Barber's shop and steam-laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 23rd April, 1908.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" ... Capt. H. W. WALKER.

"KWONG SAI" ... Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unequalled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHUI ON S.S. CO., LD., No. 4, Queen's Road West, Hongkong, 2nd July, 1904.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING," Captain Hodgins, will be despatched for the above Ports, on FRIDAY, the 1st proximo, at 10 o'clock A.M.

For Freight or Passage, apply to

DOUGLAS LARPAIK & Co., General Managers.

Hongkong, 27th April, 1908.

FOR SAN FRANCISCO VIA PORTS.

THE Steamship

"CLAN MACMILLAN" will be despatched for the above Ports on the 7th May, 1908.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 21st April, 1908.

"SHIRE" LINE OF STEAMERS, LD.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"DENBIGHSHIRE" will be despatched for the above Ports, on or about the 15th May, 1908.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 16th April, 1908.

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP\$1,250,000)

Loans on Mortgage of House Property, &c. Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System. (Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 19th March, 1908.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 250 lbs. net \$3.35 per Bag ex Factory.

SHEWAN TOMES & Co., General Managers.

Hongkong, 28th April, 1908.

JAPANESE MASSAGE.

F. KAWASAKI.

GRADUATE OF KOBE MASSAGE SCHOOL.

No. 360, PRAYA, EAST, WANCHAI, HONGKONG, Telephone 564.

TERMS:

SINGLE ENGAGEMENT (one hour).....\$ 2

ONE WEEK.....10

ONE MONTH.....30

Attendance at Patients' Residence.

Hongkong, 31st March, 1908.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER

NOW DEPAIR, but by using a doctor's bill or falling into the hands of a quack, may safely, speedily and easily call away all ailments without knowledge of a word of medicine. By the introduction of

NEW REMEDY THERAPION

A complete revolution has been wrought in the department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges, suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for primary and secondary skin eruptions, ulcers, pains and swellings of the joints, and all those complaints which surgery and sanatoria are powerless to cure, and which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system, cleanses the blood, and thoroughly eliminates all noxious matter from the body.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, distaste and incapacity for business or pleasure, loss of appetite, bloating, indigestion, pain in the back and head, and all disorders resulting from dissipation, early excess, &c., which finally result in general debility, and which cannot be cured by any other means.

THERAPION No. 4—A Sovereign Remedy for all ailments of the female system, and for all those complaints which are popularly but erroneously supposed to be incurable. This preparation purifies the whole system, cleanses the blood, and thoroughly eliminates all noxious matter from the body.

On entering, state which of the three numbers is required, and observe that the word "THERAPION" appears on British Government Steam tin white letters on a red ground affixed to every package, and which is a legal guarantee of its purity and efficacy.

Sold by all Chemists.

HONGKONG AVERAGE MARKET PRICES.

Corrected 25th April, 1908. per 5 Mds.

BUTCHER MEAT.

Table with 2 columns: Item, Price. Includes Beef sirloin & prime cut, Corned—Ham Ngau Yuk, Roast—Shiu, Breast—Ngau Lam, Soup, Tong Yuk, Steak—Ngau Yuk Pa, Sirloln—Ngau Lau, Sausages—Ngau Yuk Chaung, Bullock's Brains—Know, Tongue fresh—Ngau Li, Corned—Ham Ngau Li, Head—Ngau Tau, Heart—Ngau Sum, Hump, Salt—Ngau Kin, Feet—Ngau Keok, Kidneys—Ngau Yiu, Tail—Ngau Mei, Liver—Ngau Con, Tripe (undressed)—Ngau To, Calves' Head and Feet—Ngau chaitau-keok, Mutton Chop—Yeung Pai Kwai, Leg—Yeung Poi, Shoulder—Yeung Shau, Pigs' Chittlings—Chi cheong, Brains—Chi Know, Feet—Chi Keok, Fry—Chi Chak, Head—Chi Tai, Heart—Chi Sum, Kidneys—Chi Yiu, Liver—Chi Kon, Pork, Chop—Chi Pai Kwai, Corned—Ham Chu Yuk, Leg—Chu Mei, Fat or Lard—Chu Yau, Sheep's Head and Feet—Yeung Tau, Keok, Heart—Yeung Sum, Kidneys—Yeung Yiu, Liver—Yeung Con, Sucking Pigs, To Order—Chu Chai, Suet Beef—Sang Ngau Yau, Mutton—Sang Yeung Yau, Veal—Ngau Chai Yuk, Sausages—Ngau Chai Yuk Tong.

FRUITS.

Almond—Hung Yan, Apples, (California)—Kam San Ping, (Chesof)—Tia Chun Ping, Small—Hoi Tong, Custard—Fan Lai Chi, Bananas, fragrant, Canton—Sang Sheng, Heung Chiu, (brides), Macao—San Heung Chiu, Chestnuts, Chinese—Foong Lut, Carambola—Yeung Tou, Cocanuts—Yeh Tse, Grapes—Sin Tai Tse, Lemons, China—Ning Moong, Amer.—Kum San Ning Moong, Lichees, Small Stone—Lai Chi Con, Fresh, Lai Chi, Lime, (Saigon)—Sai Kung Ning, Moong, each, Mango, Manila—Lui Sung Moong, Mango, Saigon—Sai Kung Moong, Mangosteens, San Chuk Tse, Oranges, Tim Chang, Small—Tai Kut, Mandarin—Tim Kut, Olives—Pak Lam, Passion Fruit, Pears, (American)—Kam San Shut Li, (Canton), Cooking—Sa Li, (Shanghai)—Sheung Hoi Li, Peanuts, Fa Sang, Persimmons, Large—Hung Chio, Pine-apples, 1st quality—Sheung Poon, Ti Paw-law, and cooking—Chung tang, Paw-law, Plateaus—Tai Chiu, Plums, Swatow—Hung Lai, Pomegranate—Chim Lo Yau, Walsung, Hop Tou, Green—Sang Hop Tou, Shanghai Lo Kwai.

VEGETABLES, &c.

Artichokes, Shanghai—Sheung Hoi Ah, Chi Chank, Beans, (French) Macao—Oh Moon Pin, Tau, Beans, (French), Shanghai—Sheung Hoi, Pin Tau, Beans, Sprout—Ah Chio, Beans, Long—Tau Kok, Beet Root—Hung Choi Tau, Brinjals, Green—Cheung Yuen Ker, Brinjals, Red—Hung Ker, Brassica—Pak Choi, Bamboo Shoots—Chook Shun, Cabbage, Chinese, com.—Kai Choy, Cabbage, Red—Kai Lan Tau, Cabbage, (Shanghai)—Yeh Choi, Cane Shoots, bunch—Kau Shun, Cauliflower, Large size—Tai Yeh Choi, Cauliflower, Medium size—Cheung Yeh, Cauliflower, Small size—Sai Yeh Choi-fa, Carrots—Kam Shun, Celery, Chinese—Toong Kan Choy, Celery, English—Yeung Kan Choy, Celery, White—Pak Yeung Kan Choy, Chillies, Dried—Con Lat Chiu, Red—Hung Fa, Green—Cheung Lat Chiu, Curry Stuff, English—Ka Leo Choi Liu, Cucumbers—Cheng Kwa, Bitter Squash—Fu Kwa, Garlic—Suen Tau, Ginger, young—Sun Tar Keung, old—Lo Keung, Horse Radish, Shanghai—Lik Kan, Indian Corn—Suk Mai, Lettuce—Yeung Sang Choi, Water Chestnuts—Ma Tai, Mandarin—Kwei Lum Ma Tai, Musk Melon, Mushrooms, Fresh—Sang Cho Kung, Onions, Bombay—Yeung Ching Tau, Green—Sang Ching, Shal—Sheung Hoi Chung Tau, Japan—Yat Poon, Okroes—Mo Ker, Parsley, English—Yeung Un Sai, Gradus Pea, Green Peas—Cheng Tau, Potatoes, Sweet—Fan Shu, Shanghai—Sheung Hoi Shu, Tai, Japan—Yat Poon Shu-Tai, American—Fa Ki, Fochow—Pak Chau Shu Tai, Macao—Oh Moon, Pumpkin—Toong Kwa, Radish—Hung Lo Pak Tsei, Rhubarb, Shalots—Con Chung Tau, Spinage (Chinese)—Paw Choi, Spinach—Yin Choi, Tomatoes—Fan Ker, Taro—Wu Tau, Turnips, Fun-4 (Long)—Low Pak, English—Yeung Low Pak, Vegetable, Marrow—Chi Kwa, Water Cresses—Sai Yeung Choy, Calrops—Lan Kok, Lily Roots—Lin Ngau, Yams—Tai Shu, Sage, The prices necessarily vary from day to day, and the Sanitary Board has no power to control stallholders' sell at the prices quoted.

POULTRY.

Chicken—Kai Chai, Capons, Large, Small—Sin Kai, Ducks—Ap, Brinjals, Green—Cheung Yuen Ker, Brinjals, Red—Hung Ker, Brassica—Pak Choi, Bamboo Shoots—Chook Shun, Cabbage, Chinese, com.—Kai Choy, Cabbage, Red—Kai Lan Tau, Cabbage, (Shanghai)—Yeh Choi, Cane Shoots, bunch—Kau Shun, Cauliflower, Large size—Tai Yeh Choi, Cauliflower, Medium size—Cheung Yeh, Cauliflower, Small size—Sai Yeh Choi-fa, Carrots—Kam Shun, Celery, Chinese—Toong Kan Choy, Celery, English—Yeung Kan Choy, Celery, White—Pak Yeung Kan Choy, Chillies, Dried—Con Lat Chiu, Red—Hung Fa, Green—Cheung Lat Chiu, Curry Stuff, English—Ka Leo Choi Liu, Cucumbers—Cheng Kwa, Bitter Squash—Fu Kwa, Garlic—Suen Tau, Ginger, young—Sun Tar Keung, old—Lo Keung, Horse Radish, Shanghai—Lik Kan, Indian Corn—Suk Mai, Lettuce—Yeung Sang Choi, Water Chestnuts—Ma Tai, Mandarin—Kwei Lum Ma Tai, Musk Melon, Mushrooms, Fresh—Sang Cho Kung, Onions, Bombay—Yeung Ching Tau, Green—Sang Ching, Shal—Sheung Hoi Chung Tau, Japan—Yat Poon, Okroes—Mo Ker, Parsley, English—Yeung Un Sai, Gradus Pea, Green Peas—Cheng Tau, Potatoes, Sweet—Fan Shu, Shanghai—Sheung Hoi Shu, Tai, Japan—Yat Poon Shu-Tai, American—Fa Ki, Fochow—Pak Chau Shu Tai, Macao—Oh Moon, Pumpkin—Toong Kwa, Radish—Hung Lo Pak Tsei, Rhubarb, Shalots—Con Chung Tau, Spinage (Chinese)—Paw Choi, Spinach—Yin Choi, Tomatoes—Fan Ker, Taro—Wu Tau, Turnips, Fun-4 (Long)—Low Pak, English—Yeung Low Pak, Vegetable, Marrow—Chi Kwa, Water Cresses—Sai Yeung Choy, Calrops—Lan Kok, Lily Roots—Lin Ngau, Yams—Tai Shu, Sage, The prices necessarily vary from day to day, and the Sanitary Board has no power to control stallholders' sell at the prices quoted.

FISH.

Barbel—Ka Yu, Bream—Bin Yu, Canton Fresh Water Fish—Hoi Sin Yu, Carp—Li Yu, Catfish—Chik Yu, Codfish—Mun Yu, Crabs—Hai, Cuttle Fish—Muk Yu, Dab—Sa Mang Yu, Dace—Wong Mei Lun, Dog Fish—Til Tu Sa, Eels, Congor—Hoi Man Yu, Fresh water—Tam Sui Yu, Yellow—Wong Sin, Frog—Tien Kai, Garoupa—Sek Pan, Gudgeon—Pak Kip Yu, Herrings—Tso Pak, Halibut—Cheung Kwan Yu, Labrus—Wong Fa Yu, Loach—Wu Yu, Lobsters—Lung Ha, Mackrel—Chi Yu, Monk Fish—Mon Yu, Muller—Chai Yu, Oysters—Sang Hoo, Parrotfish—Kai Kung Yu, Pearch—Tau Loo, Pike—Fa Paw Poong, Plalce—Pan Yu, Pomfret, Black—Hak Chong, Pomfret, White—Pak Chong, Prawns—Ming Ha, Ray—Pai Pa Sa, Rock Fish—Sek Kan Kung, Roach—Chun Yu, Salmon, (Ovos), fresh water—Ma Yau.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	12,000	\$125	\$125	{ £1,500,000 \$1,500,000 \$1,500,000 }	\$2,000,387	{Final of £2 on old and £1.10/- on new shares for 1-year ending 31.12.07	5 1/2 %	{£62 1/2 [London £73.10/-]
National Bank of China, Limited	4,000	£7	£6	{ £12,735 \$300,000 }	\$71,293	\$2 (London 3/6) for 1913 .....	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	1,000	250	\$50	{ \$1,500,000 \$210,058 \$401,959 }	none	\$20 for 1906	8 1/2 %	\$240
North China Insurance Company, Limited	1,000	£45	£5	{ Tls. 100,000 Tls. 48,942 }	Tls. 204,424	{Final of 7/6 per share making in all 15/- for 1906=Tls. 2.65	6 %	Tls. 81 buyers
Canton Marine Society of Canton, Limited	2,400	250	\$100	{ \$3,000,000 \$350,407 £125,137.15/- \$434,434 \$1,000,000 \$199,012 \$1,000,000 \$240,007 \$13,312 \$1,313,941 }	2,506,011	{Final of \$15 making \$5 for 1906 and Interim of 3 1/2 for 1907	5 1/2 %	\$797 1/2 ex div.
Yangtze Insurance Association, Limited	4,000	100	150	{ \$1,000,000 \$199,012 \$1,000,000 \$240,007 \$13,312 \$1,313,941 }	\$51,763	\$12 and bonus \$3 for 1906	10 %	\$150 ex div.
Do. do. (new)	4,000	\$100	\$60	{ \$1,000,000 \$240,007 \$13,312 \$1,313,941 }	...	...	...	...
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$20	{ \$1,000,000 \$240,007 \$13,312 \$1,313,941 }	\$72,432	\$6 and bonus \$2 for 1906	9 %	\$90 buyers
Hongkong Fire Insurance Company, Limited	8,000	1250	\$50	{ \$1,000,000 \$240,007 \$13,312 \$1,313,941 }	\$228,027	\$27 for 1906	9 %	\$310 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$7,000 \$264,638 \$26,988 }	\$1,053	\$1 for 1906 .....	...	\$16
Douglas Steamship Company, Limited	70,000	\$50	\$50	{ \$250,000 \$275,000 \$25,279 \$20,000 \$60,000 \$270,000 }	Nil.	\$4 for year ending 30.11.1907	10 %	\$40
Hongkong, Canton & Macao Steamboat Co., Ltd. ..	40,000	\$15	\$15	{ \$250,000 \$275,000 \$25,279 \$20,000 \$60,000 \$270,000 }	\$16,437	{3 1/2 for 1906 and half-year making in all \$2 1/2 for year ending 31.12.07	8 %	\$29 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. do. (Deferred)	4,000 6,000	£5 £5	£5 £5	{ £75,000 £400,000 }	£3,694	5/- for 1906 @ ex 2 1/2 = \$2.74 per share ..	3 1/2 %	{£38 \$34
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 400,000 }	Tls. 14,510	Final of Tls. 14 making Tls. 3 1/2 for 1907 Second interim of 1/- (Coupon No. 9 for a/c 1907	7 1/2 % 7 1/2 % 4 1/2 %	{Tls. 45 buyers Tls. 49 1/2 buyers 45/- buyers
"Shell" Transport and Trading Company, Limited ..	2,000,000	£1	£1	{ £1,871 \$65,000 \$32,957 Tls. 98,000 Tls. 419,479 Tls. 62,000 Tls. 81,000 Tls. 30,000 }	172,370	...	...	...
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 419,479 Tls. 62,000 Tls. 81,000 Tls. 30,000 }	3157	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 47 buyers
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 98,000 Tls. 419,479 Tls. 62,000 Tls. 81,000 Tls. 30,000 }	18,730	...	...	...
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	1100	{ \$450,000 }	\$9,218	\$8 for year ending 31.12.05 .....	...	1235 sales
Luzon Sugar Refining Company, Limited	7,000	100	\$100	{ none \$1,000,000 }	...	...	...	...
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ none \$1,000,000 }	Tls. 8,935	...	5 1/2 %	Tls. 70 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £15,000 £84,398 }	£11,556	Final of 1/6 (No. 9) for 1907	7 1/2 %	Tls. 16.20 buyers
Raub Australian Gold Mining Company, Limited { 50,000 50,000	50,000 50,000	£1 £1	£10 £1	{ £4,873 }	11,358	No. 12 of 1/- = 48 cents .....	...	\$8 1/2
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ 164,124 }	\$3,726	\$1.75 for year ending 31.12.06 .....	...	\$14
Hongkong & Kowloon Wharf and Godown Co., Ltd. ..	60,000	\$50	\$50	{ 10,000 126,816 \$40,000 \$100,000 \$50,000 Tls. 1,000,000 Tls. 691,357 Tls. 75,000 Tls. 125,000 }	13,556	Final of 1 1/2 making \$3 1/2 for 1907	6 1/2 %	\$53
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$100,000 \$50,000 Tls. 1,000,000 Tls. 691,357 Tls. 75,000 Tls. 125,000 }	\$441,442	Final of \$4 making \$8 for 1907	7 1/2 %	\$103
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 691,357 Tls. 75,000 Tls. 125,000 }	16,10,459	Interim of Tls. 2 1/2 for six months ending 31st October, 1907	7 1/2 %	Tls. 82 buyers
Shanghai and Hongkew Wharf Company, Limited ...	10,000	Tls. 100	Tls. 100	{ Tls. 75,000 Tls. 125,000 }	Tls. 22,626	Final of Tls. 9 making Tls. 17 for 1907	7 1/2 %	Tls. 224 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 }	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 100
Astor House Hotel Company, Limited (Shanghai) ..	10,000	\$25	\$25	{ \$30,000 }	\$10,908	\$2 1/2 for year ending 30.6.07	10 %	\$21 buyers
Central Stores, Limited	50,123	\$1	\$15	{ \$1,000 }	19,178	\$1.80 for 1906 .....	...	\$10 sales
Hongkong Hotel Company, Limited	10,000	\$50	\$50	{ \$68,975 }	1252	Final of \$3 making \$7 1/2 for 1907	7 1/2 %	\$96
Hongkong Land Investment and Agency Co., Ltd. ...	50,000	\$100	\$100	{ \$250,000 }	\$3,915	Final of \$3 1/2 making in all \$7 for year ending 31.12.07	7 %	\$100
Humphreys Estate & Finance Company, Limited ...	100,000	\$10	\$10	{ \$217,443 \$50,000 }	\$4,621	70 cents for 1907	6 1/2 %	\$10 buyers
Kowloon Land and Building Company, Limited	4,000	\$50	\$50	{ none }	1653	\$1 1/2 for 1907	6 1/2 %	\$26 buyers
Kowloon Land Investment Company, Limited	78,490	Tls. 50	Tls. 50	{ Tls. 1,523,945 Tls. 170,000 }	Tls. 107,517	Final of Tls. 3 and bonus of Tls. 2 making in all Tls. 5 for 1907	7 %	Tls. 115 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ none }	\$1,541	Final of \$2.10 making in all \$4.10 for year ending 31.12.07	8 1/2 %	\$48 sa. and b.
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd. ...	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 23,275 }	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 1/2 %	Tls. 56 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	175,000	\$10	\$10	{ \$60,000 }	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$10 buyers
International Cotton Manufacturing Company, Ltd. ...	10,000	Tls. 75	Tls. 75	{ Tls. 150,000 }	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %) .....	...	Tls. 55 sellers
Laon-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none }	none	Tls. 8 for 1906 .....	...	Tls. 75
Soy Chee Cotton Spinning Company, Limited	1,000	Tls. 500	Tls. 500	{ Tls. 28,357 }	Tls. 50,663	Tls. 50 for 1906 .....	...	Tls. 250 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,299 }	£638	1 1/2 per share for 1906	9 %	\$7 1/2
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$25,000 }	Nil.	\$1.20 for 1907	11 %	\$11
China Light and Power Company, Limited	50,000	\$10	\$10	{ none }	\$25,000	60 cents for year ended 31.2.06 .....	...	16
Do. do. special shares	50,000	\$1	\$1	{ none }	...	...	...	...
China Provident Loan & Mortgage Company, Ltd. ...	125,000	\$1	\$1	{ \$120,000 \$50,000 \$50,000 }	\$3,193	80 cents for 1907	9 %	\$9 sales
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$50,000 \$50,000 }	\$2,974	\$1.30 for year ending 31.7.07	6 1/2 %	\$20
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$12,300 }	5,078	Final of 75 cents making in all \$1 1/2 for 1907 ..	11 1/2 %	\$10 1/2 b. ex div.
Hall & Holt, Limited	11,000	\$20	\$20	{ \$186,000 }	\$15,002	\$2 1/2 for year ending 28.2.07	9 1/2 %	\$23
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none }	\$2,953	11 per share for year ending 28.2.07	6 1/2 %	\$16 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$122,000 }	\$4,578	Final of \$1 1/2 making in all \$19 for 1907	8 1/2 %	\$225 sales
Hongkong Rope Manufacturing Company, Ltd. ...	50,000	\$10	\$10	{ \$100,000 }	8,191	Final of \$1.20 making in all \$2 for 1907	6 %	\$33
Mancheong Pot Mine, Bosch-en Landbouwerij plaatje in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,603 }	Tls. 17,127	Interim of Tls. 10 for 1st quarter	7 1/2 %	Tls. 450 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ none }	\$2,655	\$1 per share for period from 19th Oct. to 30th Apr. 07	8 %	\$13 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ none }	...	...	...	\$2 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ none }	...	...	...	...
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 100,500 }	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	7 %	Tls. 107 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000 }	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907 ..	16 %	Tls. 87 1/2 sellers
Shanghai Waterworks Company, Limited	16,350	£20	£20	{ Tls. 190,000 }	Tls. 18,331	Final of 37/6 making 52/6 for 1907 .....	...	Tls. 350
South China Morning Post, Limited	6,000	\$25	\$25	{ none }	£41,934	None	...	\$23 buyers
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none }	1478	40 cents for year ending 31.5.07	6 1/2 %	\$6 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 101	Tls. 6 1/2 for year ending 30.4.07 .....	...	Tls. 97 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ none }	...	50 cents for 1907	4 1/2 %	\$12 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	{ \$35,000 }	\$1,350	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	7 1/2 %	\$11
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$35,000 }	\$5,482	Interim of 30 cents for account 1907	6 1/2 %	\$10 buyers
William Powell, Limited	15,000	\$10	\$10	{ none }	...	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 .....	...	\$5 1/2

* These shares are entitled to half of the profits

DIVIDENDS PAYABLE:—

Yangtze Insurance Association, Ltd.
Hongkong Electric Company, Limited.....

April 28th
May 2nd

[illegible]